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Hongkong, 1st March, 1897. [30]

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A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 6, 1898.

REUTER'S MESSAGES.

THE SPANISH AMERICAN WAR.

LONDON, May 4th.
There is still no further news from Manila. The bulk of the American fleet blockading Havana suddenly went to Key West and after coaling, sailed, it is supposed with the purpose of encountering the Spanish fleet. The Spanish Board has decided that the Spanish Squadron must be destroyed before Havana is captured.

The Times correspondent at New York states that President McKinley has determined to retain the Philippines until the close of the war, when if Spain fails to pay an indemnity, the islands will be sold to a European power, presumably to Great Britain.

SPAIN.

Wild scenes have occurred in the Madrid Chamber. Señor Sagasta was severely attacked on account of the Manila disaster and the unpopularity of Spain in spite of the immense Colonial credits.

LOCAL AND GENERAL.

H.M.S. Swift arrived here from Kuda this morning.

SAVING trespassers on Crown lands were to-day fined \$5 each.

THE Russian contract for armour plates, recently given to the Carnegie mills, is for two armoured gunboats.

FOR behaving in a disorderly manner, the cook of Mr. A. Rodriguez was to-day fined \$10 in default one month.

THE Prince of Wales is energetically learning bicycle riding at the Riviera, accompanied by an instructor and an equerry.

A CHINAMAN, who attempted to assault another with a knife, in the Navy Yard, was to-day fined \$25 in default two months' hard labour.

THE *Hot-Shot*, the third of the three Chinese protected cruisers of 2050 tons, was launched at Seattle, February 14th. The contract delivery of these three ships will be exceeded by nearly six months.

H.M.S. *Rainbow* left here for home this afternoon and on steaming out of the harbour the crews of H.M. ships in port cheered their comrades most heartily, the men on the *Rainbow* replying with equal enthusiasm.

CONTRACT for an armoured cruiser of 7700 tons, to be named *Kibor*, has been given to the Chantiers de Ateliers de la Gironde Company. The ship is to be delivered in fifty-one months, dating from December 9th of last year, and to be ready for her official test three months later.

THE amount of love lost between France and Germany may be estimated from the following telegram:—London, March 30th.—Speaking at Châlons yesterday, General Pelléu said that France had better fight and conquer than Germany, and would be able to seize her own opportunity for striking in retaliation.

A CURIOUS example of red tape is reported from India. Colour Sergeant Walker of the Royal Scots Fusiliers, who was kept a prisoner by the Afghans for six weeks, was tried by court-martial on his return to his regiment for "being absent without leave." He was, of course, acquitted, but, grotesque as it may seem, was ordered to lose his pay for the time he was away.

THE whole of the troops in Gravelon were this morning taken down to Happy Valley for a rehearsal of the Queen's Birthday review. The King's Own went out with their rifles and drums playing familiar marching airs and the Hongkong regiment also made the pace a merry one. The men did the various marches past in good style and the show on the 24th promises to be one well worth seeing.

A CURIOUS official notice respecting a dead body appears in the Dutch newspapers. The police give notice that a man has drowned himself in the Rhine, and they offer a reward for the recovery of his body. This is the description:—"Age about forty, height five feet eight inches. Speaks the dialect of Gelderland." People are wondering how the last indication will help them in the search.

THE funeral of the late Miss Ireland (Sister Gertrude) took place yesterday and was largely attended, among those present being His Honour Sir J. W. Carrington (Chief Justice), Hon. T. Sercombe Smith, Hon. R. Murray Ramsey, Hon. F. H. May and Hon. R. D. Ormsby and a number of ladies. The body was taken in a launch to Bowlington whence it was carried by members of the Police Force, Dr. Aikinson, Bell, and Lawson and other members of the Hospital staff walked by the side of the coffin, and the Sisters followed in the rear. A number of members of the Police Force also attended the funeral, many of them carrying wreaths and crosses. The service was conducted by the Rev. R. F. Cobbold and at the conclusion of the ceremony the Chinese and Indian members of the Hospital staff deposited many wreaths and crosses on the grave.

MESSRS. Wheelock & Co.'s *Karaima Market Report*, dated Shanghai, and May, says:—American.—Business for spot cargo has been somewhat limited, but it slightly enhanced prices, Devo's having changed hands at \$1.65 per case with probable buyers at this rate. It was expected at one time that prices would considerably advance on account of the trouble now existing between America and Spain, but this has not been the case, because the bulk of the oil that is being transported to this is in English bottoms, there being only four American sailers on the way. There has been a very large business done in cargo to arrive at \$1.65 per case, May and June shipment or forward clearances. Cocks, 487,200 cases, Batoum.—There is no stock of case oil and business has been small at \$1.50 for bulk. The *s.s. Trocas* arrived on the 21st instant with the equivalent of 150,000 cases. Stocks 117,000 cases, Langkat.—Has been dealt in at a fair extent at a slight decline in price. The *Atiral* arrived on the 23rd inst. with about 92,000 cases.

MESSRS. Wheelock & Co.'s *Coal Market Report*, dated Shanghai, and May, says:—Japan.—Since last writing "we" have not had much enquiry and natives show no disposition whatever to pay the prices asked by holders. Rates of freight have further advanced, but as we have been unable to obtain any effect, we do not alter quotations. Cardiff.—Owing to the trouble in the South business has transpired at \$15.25 per ton, but only in small quantities for immediate consumption. The *s.s. Trantham Hall* arrived on the 27th inst. bringing 5,850 tons, which is now being loaded; we have heard that the greater portion has been sold at the above named figure. Sydney Wollongong.—When we wrote last, we considered that the price required by first hands, namely, \$14.50 was necessary before business could be done, but it has since turned out that the demand was so great that \$15.25 per ton was paid for two cargoes to arrive, and we also hear that 33½ has been given for a seller. Quotations:—The ordered order figures are based on the most recent settlements for cargoes to arrive and do not represent the present market rates for coals in stock, which fluctuate with the supply and demand.—Cardiff, ex godown \$15.25 per ton. American Anthracite, ex godown 15 per ton nominal. Sydney Wollongong, steamer cargo ex godown 15 per ton sales. Japan, \$15.25 & 3 per ton. All contracted for.

PLAQUE regulations have been ordered against arrivals from Jeddah, where three deaths from the plague have occurred.

A BOATMAN was to-day charged with neglecting to exhibit a light on his boat in the harbour. He was fined \$10 or one month.

INSPECTOR Hanson and a party of police raided a house in Hollywood Road last night and bagged four gamblers. The first two were fined \$35 each or two months and the other two were fined \$3 or fourteen days.

ADVICES received at Jamaica from Port au Prince, Hayti, report a terrible financial condition there. The premium on gold is 220 per cent. The greatest misery and starvation prevail in the interior, and flour costs \$30 a barrel.

THE British torpedo-boat destroyer, *Sturgeon*, has come to grief. During a projected sea trip something went wrong and she came into Portsmouth under the starboard engine. An examination revealed the fact that the shaft of the port propeller had broken off and that the shaft was bent and twisted, the ladder smashed and the hull badly damaged.

THE Paris Society for the Prevention of Cruelty to Animals has received a legacy of 3,000,000 francs from Mme. Chasseguet, who was a noted demi-monde under the second empire. The conditions attached are that precautions shall be taken to prevent the ill treatment of horses, and an effort made to improve the condition of the public pounds.

THE French line steamer *La Bretagne*, which sailed from Havre took 100 carrier pigeons with the view of testing the possibility of establishing communication with the shore in case of accident. If the experiment is successful all steamers of the French line will hereafter carry pigeons. The experiment is viewed with great interest, though sceptically.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess this evening, commencing at 8 o'clock:—

1. Overture, "Fidèle," Beethoven.
2. Selection, "Reminiscences of Mozart," Arr. F. Godfrey.
3. Valse, "Bon Alibi," W. Waldteufel.
4. Intermezzo, "Cavalleria Rusticana," Mascagni.
5. Selection, "Hindie Di Chiancone," Donizetti.
6. Valse, "Kiss Me On The Mouth," Strauss.

A CURIOUS effect of hard cycling is reported from France. Out of the "1st batch of conscripts no fewer than eight widely known cyclists were rejected as being physically incapable of military duty. Diseases of the heart were the chief reasons for their rejection. This causes profound astonishment, all classes thinking them at least fit to be accepted as military cyclists.

A PAIR of sheers 150 feet in length, to lift 100 tons, are to be erected at the Devonport dockyard. The cost of the sheers and machinery will be £3,200. The item recalls the fact that a similar work was accomplished at the Mare Island Navy Yard U.S. in 1887, where the sheers and machinery were built in the department of steam engineering under Chief Engineer Kutz for the sum of £11,930.

"I DEMAND the suspension of the policeman for giving false evidence," said George Wilson, or Thompson, who was charged under the Vagrancy Act at the Central Police Court, Sydney, lately. "He must mean somebody else, I never did nothing." Constable Jackson had just explained that Wilson was a most undesirable citizen, of whom many complaints had lately been received from residents of Kent-street. The charge against him was based principally upon the fact that he "never did nothing." "Look here, Colonel—I mean, yer Honor, this is a bad mistake," said the accused, as other officers contributed items to his character. "How do you get your living?" he was asked. "Well," he said, domineering some extremely dirty scrupulousity, "I spend mainly upon these. But—" "How old are you?" said Sergeant Davis. "Oh, 35 or 36, I think." He looked 50, but evidently calculated his age from the date of his most recent abolition. "I have a list of sentences here amounting in all to twenty-nine years ten months and twenty-one days. Don't they all apply to you?" said Davis. "Yes, but—" "When did you come out of goal last?" said Mr. MacIntosh, D.S.M. "You must have started young," "Last December, but—" "Six months' hard labour in Paramatta Gaol, Next case," said his Worship. A constable stepped forward to escort Wilson out, but he tripped along as if he knew the way.

MESSRS. Wheelock & Co.'s *Freight Market Report*, dated Shanghai, and May, says:—We have no particular improvement to report in the quantity of cargo going home from here. London steamers seem to have fared slightly better, while for New York shippers apparently satisfied their demand for tonnage by the recent departure, very little freight being obtainable for the next vessel. The supply of "Sail" tonnage usual at this time of year has been conspicuous by its absence, there being little or no enquiry for same. Coastwise.—Steamers seem to be satisfactorily fixed to some time forward and consequently little demand exists. From Hongkong to Japan rates are weak, though a better feeling is anticipated at an early date. From Japan, Coal rates are strong, \$3.25 from Nagasaki having been paid and this we quote from Moll also. For London via Suez.—Rates have been increased 5/0 all round, but in our quotations given below we have only corrected that on Teo, other changes not coming into force until the 21st May.

Rates of Freight by Conference Lines.			
	General Cargo.	W. S. S.	Teo.
London	25/0	37/5	45/0
Northern Coast Port	33/0	37/5	45/0
New York via London	44/0	45/0	53/6
Baltimore via London	47/0	50/0	57/6
Kobe via London	44/0	45/0	53/6
Manila via London	47/0	50/0	57/6
Liverpool	49/0	45/0	57/6
Hamburg	35/0	37/5	45/0

Above rates are subject to a deferred rebate, as per Conference Circular.

COMPLIMENT TO MR. N. J. EDE.

At the meeting of the Sanitary Board this afternoon the Capt. Superintendent of Police Hon. F. H. May said that before proceeding with the business he begged leave as the oldest member of the Board to present to the Board that this was the last meeting at which they would have the co-operation of Mr. Ede. For the last 19 years Mr. Ede had been a member of the Board and he thought that the Board never possessed a more industrious and hard working member than Mr. Ede. In Mr. Ede the Board had an industrious member and a member who brought to the working of the Board a keen intelligence and more than ordinary tact and discretion. To his wise counsel and to his practical knowledge of the Colony and human affairs in general the Board owed a great deal and was also indebted for his valuable assistance in dealing with many difficult points that came before it. He thought that the Board would suffer a very severe loss when Mr. Ede left them and he felt sure that it would be found very difficult to replace him on the Board. He begged leave to move the following resolution:—That this Board desires to express its great regret at losing the services of Mr. Ede and wishes to convey to Mr. Ede great appreciation of the valuable assistance he has rendered to the Board during the many years he has devoted himself to the cause of sanitation in this Colony. Dr. J. M. Aikinson said he had much pleasure in seconding the motion. Although he had not been associated with Mr. Ede as long as the last President had been, and although they had not always been in accord, yet for sound common sense and knowledge of business habits he was sure they could not have a better member on the Board.

The motion was put to the meeting and was carried unanimously.

Mr. Ede, in reply said:—Mr. President, Mr. May and gentlemen—I feel highly honoured by the very flattering remarks which you have just passed with regard to my services on this Board and I thank the mover and seconder of the resolution for the very complimentary terms in which they have spoken of me. I have felt it a privilege, and it has been a source of much pleasure to me, to have taken part in the promotion of sanitation in this Colony. I was appointed a member of the Board almost from the commencement about 13 years ago. For the 40 years previous, that is from the time when the island was first taken, there had been no specially organised body for dealing with such matters. At first we sat with closed doors, but it was found desirable that the meetings of the Board should be held in public. In my opinion publicly is the greatest possible protection to the inhabitants in regard to all Sanitary enactments and is one of the means best calculated to secure the co-operation of the community. Notwithstanding the criticisms upon the acts and methods of the Board, which have from time to time been made, I think I can truly say that the Board has done much useful and valuable work, and I feel satisfied it will continue to do so proportionately better and better as time goes on. Critics sometimes do not realise or are not aware of the inherent difficulties which beset many of the questions that have to be determined. There is no doubt that some of our principal troubles arise from errors made in the past partly by the Government in permitting but mainly by the inhabitants in erecting unwholesome and insanitary dwellings. I hope that this state of things will gradually be remedied (it cannot be done all at once) and that the residents will not rest content with criticising but will take a share in the work and help the Board and the Government to make the much needed improvements. I would like to take the opportunity of placing on record my opinion, though not with a view to argument to-day, that the general adoption of the water carriage system in this Colony will only lead to serious trouble and I hope the experiment will not be tried, especially as the means of hand removal are readily available and inexpensive—indeed a source of revenue. If the sewage be removed to a safe distance, if our refuse is burnt, if overcrowding is abated and the houses kept clean, but above all—above all—if plenty of sun light is let into the dwellings of masses, there is no doubt the health and general welfare of this important Colony will be much improved, and the expense of carrying out these things properly will I am satisfied in the long run be less costly than the recurrence of epidemics. I need hardly say, Mr. President and gentlemen, that I leave this Board with infinite regret and I hope to hear from time to time that your efforts to improve the sanitary condition of this Colony are meeting with unqualified success.

THE PLAGUE.

It is with extreme regret that we learned to-day that Sister Catherine (Miss Mackintosh) had developed symptoms of plague but we are glad to say that on enquiry to-day she was reported to be a little better.

A case of plague has been reported from the office of the H.K. Land and Investment Co., Ltd. of Miss Rochwald, aged 15 years. The deceased young lady lived with her mother at No. 4 Blue Buildings, and was noted for her musical ability. Her sad death has brought forth many expressions of sympathy for those she has left behind.

There was a story current yesterday that the servants attached to the Royal Naval Seamen's Club had been attacked by plague. On enquiry we find the story to be utterly baseless and old Harding, the manager, snorts at the idea as he draws off plates of foreign English beer.

A gunner of the Asiatic Artillery is at present under observation in hospital. He is supposed to be suffering from plague.

It is positively asserted that there has been a good deal of plague in the Italian Convent but on enquiry at the Convent to-day it was denied.

During the 24 hours up to noon, 5th May, 17 new cases and 6 deaths from plague were reported, making the total since 1st January (1897) 809 cases and 596 deaths.

THE WAR.

The *McCulloch* is anxiously awaited with news of the fight; it is certain that if, as the Madrid telegram stated, Manila was captured on Monday evening, Commodore Dwyer must have dispatched some boat on Tuesday evening at the latest. The *McCulloch* did the trip from Singapore to Hongkong under five days, and ought therefore to do the trip from Manila to Hongkong under three days unless something has gone wrong.

The American sailing ship *R. R. Thomas*, about which there was some anxiety, arrived in Hongkong yesterday, safe and sound. It had been thought possible that the Spaniards, although they had given her permission to leave Manila, might have captured her by virtue of their declaration by which they "reserved" the rights of privateering" and the captain indeed reports that when she left Manila harbour a Spanish gunboat hung about and followed her. The Spaniards' idea seemed to be not to hurt the ship within sight of Manila or within audible distance of the fleet. The Spaniards avoided hostilities on any account with the idea of capturing the unfortunate vessel on account of darkness. It would be really not much difference from what the Spaniards have been reported to have been doing in the Atlantic. Captain Blanchard of the *R. R. Thomas* consequently avoided the use of lights and, as soon as it was dark, he doubled back on his course, and gave the gunboat the slip. This saviour very much of the dangers in the days of the *Alabama* and we congratulate the Yankee skipper on his escape. Meanwhile the gunboat was seen going ahead by the people on the *R. R. Thomas*, with all her lights burning. The *Thomas* had afterwards apparently stood on her course and no more was seen of the gunboat.

The *Grand Admiral*, another American sailing ship, arrived here yesterday. She had no trouble on the voyage up from Manila. Both ships were warned at the entrance to Manila Bay, but they said the only fortifications they saw inside the bay were supplied with a few guns from the warship on Corregidor Island. The guns had no mountings and were simply planked down on the sand-banks. The Spaniards depended almost entirely on their submarine mines. The last board communicating with the mine field was on Corregidor Island, and presumably Commodore Dewey called upon the commandant of the Corregidor garrison to surrender. Failing this, half a dozen shots would have been enough to enforce his demands. A landing party from the American fleet would then take possession of the place and the American squadron would enter with impunity. When the *R. R. Thomas* was sighted the *McCulloch* was expected and it was thought possible that as there was some similarity in the signals, the man at the Peak might have made a mistake. It turns out, however, that he was quite correct.

THE LATE MR. PATTON.

As an indication of the esteem and respect felt for Mr. Patton, who died a few days ago, after serving a term of imprisonment on a trumped-up charge of assaulting a sailor on the American ship *R. R. Thomas*, it is worthy of note that the crew, immediately on getting back to Hongkong yesterday and hearing of his death, got up a subscription for his widow. Ten of the men who had served under Mr. Patton on his last voyage are still in the ship, and each man came forward with \$1.00—a large sum for plain sailors before the mast. No doubt the rest of the men who knew him would do the same if they were here. One of them, shipped in the *McCulloch*, and the others are gone now, nobody knows where. The man who made the complaint of ill-usage and thus got the unfortunate officer imprisoned, afterwards gave the charge was unwarranted and that he never really meant it. Mr. Patton was well and favourably known among sailors outside of his own ship; and among the men of only three American sailing ships now here, another subscription of \$150 for Mrs. Patton has been made, making \$150 in all, besides \$50 for funeral expenses and \$50 for a comfortable fore-cabin berth for the wife and child. Fore-cabin berths do not do this sort of thing without reason; Mr. Patton was an exceptionally popular man, one of the very last to leave his crew.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Present:—Dr. J. M. Aikinson, Mr. F. H. May (Captain Superintendent of Police), Mr. N. J. Ede, Mr. R. D. Ormsby (Director of Public Works), Dr. F. Clark (Medical Officer of Health) and Mr. Brown (Acting Registrar General) and Mr. C. V. Ladd (Assistant Secretary).

The minutes of the last meeting were read and confirmed.

CREMATION OF CORPSES.

A letter was laid on the table from the Acting Colonial Secretary stating that H.E. the Acting Governor was prepared to sanction the cremation of corpses of persons who had died from plague and had been found exposed in the streets and that His Excellency trusted that the establishment of a branch hospital to the Tung Wah Hospital for the reception of Chinese plague patients would tend to effect the object of putting a stop to this objectionable practice and obviate the necessity of resorting to extreme measures.

MEDICAL INSPECTION OF VESSELS FROM MACAO AND CANTON.

A letter was laid on the table from the Acting Colonial Secretary stating that H.E. the Acting Governor wanted to know whether on further consideration and in view of the results up-to-date of the medical inspection, the Board were of opinion that it should be carried out. A letter was attached from the Secretary of the Chamber of Commerce asking that in view of the inconvenience caused medical inspection should be stopped or some modification made. The President intimated that a modification of the regulations might be permitted to allow Macao and Canton steamers to proceed to their wharves and be there medically inspected, the European passengers to come off at once, and the Chinese as soon as they were examined instead of having to wait till all have been examined.

Mr. Ede, the Registrar General and the Medical Officer of Health intimated in favour of the President's suggestion and the Captain Superintendent of Police and the Director of Public Works were of opinion that it should be discontinued.

Decided to recommend the President's suggestion to the Government.

MORTALITY STATISTICS.

The number of deaths in Hongkong during the week ending 24th April was 126, being equivalent to an annual death rate of 36.7 per thousand of estimated population for the corresponding period of last year. The number was 88 and the annual rate per mill 109. For the

preceding week of this year the number was 124 and the annual rate per mill 99.3.

THE PLAGUE AT MACAO.

The returns of plague at Macao for the weeks ended 17th and 24th May showed 80 deaths during that period.

The President that the migration of Chinese for Macao should be stopped especially owing to the approaching celebration of the anniversary of Vasco da Gama at that port when there would be sure to be a large influx.

The Medical Officer of Health concurred.

ADJOURNMENT.

The Board adjourned for a fortnight.

THE PLAGUE BACILLUS.

It is now universally recognised, we are told by Mr. H. M. Birdwood, C.S.I., M.A., LL.D., who has lately been lecturing at the Imperial Institute, that the essential cause of plague is the bacillus known after the name of Dr. Kitasato—*Kitasato's bacillus*. This venomous little "beast" has nothing of stature to boast about. It would take 10,000 placed lengthwise (to make an inch long), while sideways 25,000 would be needed to reach a similar distance. Upon an ordinary postage stamp a trifle of some 500 millions might rest! In shape the bacillus is a rod with rounded ends. It is cultivable in suitable media, requires oxygen for its growth, increases by fission, i.e., by dividing itself into two parts, and thus grows in number by geometrical progression at a truly alarming rate. Its greatest enemy is the sun, as exposure to direct sunlight readily kills it. In weak acids and other antiseptics it readily succumbs, and is unable to stand a temperature of 140 degrees Fahr. Whether or no the plague bacillus is able to live in the soil as is generally supposed is held to be a moot point.

Four classes of cases have been recognised in Bombay:—

- 1.—Mild cases with buboes, in which the bacilli are less virulent.
- 2.—Severe cases.
- 3.—Pneumonic plague with or without buboes.
- 4.—Abdominal plague like typhoid fever.

The third of these classes was at first often mistaken for other diseases unless the tell-tale buboes showed themselves. It would seem that the disease may be spread by inoculation through abrasions in the skin, or in the case of pneumonic plague by breathing infected air. The period of incubation appears to vary from less than twenty-four hours to six days or more. Dr. Haffkine's prophylactic treatment is said to have been remarkably successful, inasmuch as out of some 5,000 persons that were inoculated 18 took the disease, of whom the two who died had actually contracted the sickness before inoculation. Fortunately but very short times are needed to obtain protection; while four days are said to be necessary to gain immunity from cholera, seven for small-pox, and fifteen for rabies, protection against plague is attainable in less than 24 hours. From other sources, however, we learn that in this, as in many other things, doctors differ.

As might be expected many methods of treatment were tried, but none could claim to be a success. Eighty per cent or so of those taken to the hospital died, and those who were discharged were held subject to have recovered than to have been cured.

Up to this day nothing is known with certainty as to the manner in which the plague bacillus was introduced into Bombay. Except from the coughing in the pneumonic type it is held to be but slightly infectious, and stress is laid upon the statement that during May, 1894, notwithstanding the prevalence of the plague in Hongkong and the intimate connection between that place and Macao, not a single case occurred in the latter city. It is well known, however, that there are certain places where plague is endemic or "at home" and it is doubtless from these that it is imported into others. As it has been proved to be both contagious and infectious in a slight degree, it is also believed to be miasmatic. Experience in Northern India and China is held to have proved so much. Rats become infected with the disease, and by emigration spread it far and wide in spite of the most stringent of cordons for prevention. Corpses are also a source of infection, as also is squalid filth, in which it has been proved that the bacillus may live for more than a month. As evidence of the miasmatic source of the disease it has been noted it is usually at its worst when the weather is at its driest, or as in the case of Hongkong in 1894 after a long period of drought. Rain is usually antagonistic, but no absolute rule has been established as experience varies somewhat. Great heat sometimes kills out the bacillus entirely. No special sort of soil, and no particular state of the ground have a monopoly of this most unwholesome virus. It has been found to thrive as well on the black hill side as in the sheltered valley in the damp soil as much as in the dry.

One thing seems to be proved beyond all cavil—that plague is a disease of the poor and ill-fed, and not of the well-nourished and rich. Very few Europeans are attacked and of those who are a large proportion recover. Even in European visitations in historical times there was the same well-marked characteristic; the poor died, the rich escaped.

Experience in Bombay proves only too plainly that Kitasato's bacillus is no mean enemy. Where he once has found a home he is not so easily ousted as we might wish. Amongst the many sanitary measures taken by the Municipal Authorities in Bombay there are, enumerated disinfection by burning sulphur, lime-washing, cleansing and disinfection of drains, free distribution of disinfectants, removal of obstructions to light and air, removal of filth from roofs, compulsory removal of people from infected dwellings, and the disinfection or burning of squalid articles. Additional cases did occur in houses after disinfection, but they were rare, and it is believed that notwithstanding the failure to check the disease entirely, its ravages were kept within smaller bounds than ever before. Towards the end of more stringent measures for segregation of cases were adopted. But much opposition had to be overcome owing to the ignorance and prejudices of the natives. That they should fight shy of the hospitals when sickly out of every hundred patients died was natural enough.

Much has been written about the insanitary state of Bombay in general, and certain of the native quarters in particular, but it is worth noting that the chaplain of the Byculla Gaol, a gentleman with an intimate knowledge of the subject, writes to *The Times* to state that notwithstanding the density of the population the condition of the Bombay poor is not worse than that of the poor in the big cities of Europe. "There is much valuable information to be called from Mr. Birdwood's lecture, but for those in authority and for the private citizen, the former may be trusted to keep abreast of the latest information; the latter will do well to remember that a well-nourished body in a well-cleaned, well-ventilated, well-lighted house has nothing to fear from plague. Sun-light and plenty of it is nature's own prophylactic."

N. G. Daily News.

MR. BALFOUR ON THE CHINA QUESTION.

LONDON, April 5th.

In the House of Commons yesterday, Mr. A. J. Balfour, Acting Secretary of State for Foreign Affairs, made his promised statement regarding the policy of the Government in the Far East and what came of it. He stated that the impossibility of submitting papers during the continuance of negotiations, combined with the extraordinary and unaccountable paralysis of China, had provoked attacks upon the Government. Her Majesty's Ministers had, however, adhered strictly to the policy announced by him (Mr. Balfour) at Manchester on January 17th. He had stated on that occasion that Great Britain's interests in that quarter of the globe were of a commercial rather than of a territorial character, and that while the Government desired freedom of trade with China for the whole world, she would resist all attempts on the part of other Powers to destroy what he described as 'an equality of opportunity to all countries.' In pursuance of that policy Great Britain had, said Mr. Balfour, already obtained great commercial concessions. Germany's interests he continued, were absorbed with regard to Russia, the Government did not believe that that country would in any way interfere with Britain's treaty rights, while her policy or railway extension in Manchuria and of open ports was calculated to prove highly beneficial to commerce. If Russia remained satisfied with the occupation of Chinese ports which were either ice-bound or held under conditions which required freedom of trade, the balance of power would be undisturbed. Believing that the occupation of Port Arthur by Russia would prove a constant menace to Peking, Lord Salisbury had offered that if Russia would agree to abstain from occupying that port, Great Britain would not seek to occupy any port in the Gulf of Pechili. Russia, however, refused to agree to this proposal, with the result that Great Britain had secured a lease of Wei-hai-wai on the same terms and conditions as those upon which Russia had occupied Port Arthur. Regarding the relative strategic merits of Port Arthur and Wei-hai-wai, Mr. Balfour expressed the view that, although the latter possessed a larger harbour and a larger naval base, the occupation of Wei-hai-wai by Great Britain the Gulf of Pechili was prevented from falling under Russia's undisputed domination and control. In conclusion, Mr. Balfour said the Government were hopeful of the Chinese Empire being opened to universal trade, and that Great Britain would still maintain a real suzerainty over the country. Failing this, the Powers, commercially interested, might, concluded Mr. Balfour, be contented with constituting an alliance which would prevent China from falling a prey to the exclusive interests of any Power. At the conclusion of his voluminous statement Mr. Balfour was greeted with loud cheers.

Mr. William Harcourt, the leader of the Opposition, replying to Mr. Balfour's statement regarding affairs in Eastern Asia, declared that the Government had abandoned its policy of 'equality of opportunity' in favour of one of 'rival occupation.'

Mr. G. N. Curzon, Under-Secretary of State for Foreign Affairs, said that Wei-hai-wai was a favourable port for observation, and that, therefore, its occupation would facilitate the 'policy of the open door.'

Continuing, he said that Russia had explicitly admitted the right of British warships to enter Port Arthur.

He added that the British occupation of Wei-hai-wai had not disturbed either Japan or Germany.

Sir Edward Grey, who was Under-Secretary of State for Foreign Affairs in the last Liberal administration, contended that the occupation of Wei-hai-wai would prove extremely expensive, and he doubted whether at any cost, its occupation would prove to have restored that balance of power which had previously existed.

Lord Charles Balfour, Conservative member for York, on the other hand, held that the acquisition by Britain of Wei-hai-wai would prove an excellent counterpoise to Russia's occupation of Port Arthur.

The debate was then adjourned till the 18th instant.

The Duke of Devonshire in a speech has stated that Port Arthur gave Russia a strategic sea advantage and by its means she menaced Peking. The occupation of Wei-hai-wai by Britain would lessen Chinese apprehensions. At China's request her warships would be allowed facilities at Wei-hai-wai and Britain had consented to train her naval officers.

Lord Kimberley says that the dismemberment of China is inevitable.

GYMNASIA PROGRAMME.

The following is the programme for the second Gymkhana Meeting, 1898 season:—

FIVE FURLONGS, for China ponies; weight as per scale with 4 lbs. added; winners at this season's Gymkhana one £5, two or three, one £3, extra, one £2, and prize, £30, 3rd, saves his entrance, £3.

HURDLE RACE, start at two mile post, once round and in, over 8 ft. of hurdles; for China ponies; weight as per scale with 7 lbs. added; winners of a Steeplechase at this season's Gymkhana, 5 lbs. extra, 1st prize, £50 and prize, £25; 3rd, saves his entrance, £3.

ONCE ROUND HURDLES, for subscription ponies of any season; entrance, 10; if left to enter at 2 p.m. on Wednesday, 18th May, 1898, £2 extra, 1st prize, presented by Hon. C. F. Charter, C.M.G. and prize, £30, 3rd, saves his entrance.

POLO POSEY RACE.—From the Winning Post, round a post in the distance, leaving it to the left, and in, for all *bona fide* Polo Ponies, to be ridden by their owners. Catch weights. Entrance, £1. 1st Prize, Presented by Dr. Atkinson, and Prize, £15. 3rd saves his entrance.

LADIES' NOMINATION.—Presented by Messrs. Balfour and Hough. Bare-back race.—At the fall of the flag, competitors mount opposite the Judge's Box.—Ladies, by whom they are nominated, at the same time commencing to sketch a pig. Ride to the Distance post, round a flag, keeping it on the left hand, return to the Winning Post; dismount, receive a flag, sketch a pig, return, ride over the course again, observing the same rule when rounding the flag, and finish opposite the Winning post. Points for speed and drawing. Competitors whose sketches are adjudicated have to forfeit points.

FROM TWO MILE POST ONCE ROUND AND IN.—For China ponies. Weight as per scale. Winners of any 1st race in 1898, once £5, twice to the third or winner, £15, extra. Subscribers' Gift, non-winners, allowed 5 lbs. Entrance, £1. 1st Prize, Presented by Sir John Carrington, C.M.G. and Prize, £30, 3rd, saves his entrance.

IN MEMORIAM.

Sister Frances, died 29th April, 1898.
Sister Gertrude, died 5th May, 1898.

Not in the ways of battle, but in sadder silent strife,
These brave and noble heroines were swiftly robbed of life.
Fearlessly facing the stealthy strength of deadly plague they fell,
Helpless to save themselves, who helped to save so many well.
And now in that calm, holy spot, they sleep beneath the soil.
For there is none to trouble them, and none for whom to toil.
There their clay lies while their souls rest in Paradise sublime.
Until that solemn judgment day which may come any time.
There to receive a crown from their Master and their Friend,
And to live with Him in glory for a life which cannot end.
Where Cherubim and Seraphim around a glassy sea,
Are casting down their golden crowns, Oh! Blessed Lord to Thee
With thousands of blessed martyrs all in spotless robes arrayed,
For they blessed their Saviour when on bed of suffering laid
And now they slumber softly in the place which God has blest
Where the wicked cease from troubling and the weary are at rest.

NOTANDA.

CALENDAR.

Metorological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	75.0
Rainfall	15.0

TO-DAY.

Barometer	29.93	On date at 10 A.M.	29.83
Thermometer	76	On date at 4 P.M.	77
Humidity	75		91
Rainfall	0.02		

TO-DAY.
Friday, 6th May, 1898.
(St. John.)

Chinese—18th of 1st. 3rd moon of 24th year of K'ao-gu.

1894—Attack on Mr. Wood at the B. Ash Legation, Tokio.
1895—Peking Park murders.
1896—Peking-Fushun collision in the Yangtsi.
1897—Pharalia captured by the Turks.

ANNIVERSARIES.

1874—Attack on Mr. Wood at the B. Ash Legation, Tokio.
1882—Peking Park murders.
1896—Peking-Fushun collision in the Yangtsi.
1897—Pharalia captured by the Turks.

TO-MORROW.
Saturday, 7th May, 1898.

Chinese—17th of 1st. 3rd moon of 24th year of K'ao-gu.

1894—Attack on Mr. Wood at the B. Ash Legation, Tokio.
1882—Peking Park murders.
1896—Peking-Fushun collision in the Yangtsi.
1897—Pharalia captured by the Turks.

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1882—Peking Park murders.
1896—Peking-Fushun collision in the Yangtsi.
1897—Pharalia captured by the Turks.

ANNIVERSARIES.

GOOD FOOD—GOOD DIGESTION—GOOD CHEER.

"Moran character is located in the stomach," says a recent writer. He is wrong; but there is a shade of truth in the idea he throws out. Napoleon was often willing to trust others to look after the arms and ammunition of his armies, but the commissary department he looked after himself. The bravest men won't fight unless they are fed, he said. Nor will they.

That's why we are not surprised to find Mr. William Jones saying that at a certain time he was in a low and depending state of mind. He gives the reason himself in three words: "I was weak." And why was he weak? He explains that, too.

"I was always strong and healthy," he says, "up to January, 1892. Then I had a severe attack of influenza, followed by congestion of the lungs. After this I never got up my strength, and I was low, weak, and depending. I had a bad taste in the mouth, my appetite was poor, and every morsel of food I took gave me intense pain at my chest. After every meal I was sick, vomiting a green filthy fluid, which was often mixed with blood."

We shall have no trouble to understand this special phase of Mr. Jones' illness. The green, filthy fluid was mucus mingled with bile, and the blood came from some of the small blood-vessels, which were ruptured in retching and straining. The bile was out of its place; that's why nature tried to get rid of it. But how did it get out of its place? Wait a bit! we will come to that presently.

"I had," continues our friend, "dreadful attacks of cramps in the stomach, and the gnawing pain was well-nigh unbearable. At night I got but little rest; sometimes none at all—cold, clammy sweats breaking out all over me, and in the morning I had barely the strength to raise myself. When I went out of doors my breathing was so bad I had to stop and rest every few yards."

The cramp was caused by the gas arising from the fermented food, and the short breathing by a partial paralysis of the nerves, created by the poisonous acids which had entered the blood from the stomach. The nerves were also enfeebled by the enforced starvation—like all the rest of his body.

"As month after month went by," says Mr. Jones, "my relatives and friends could see me wasting away and apparently sinking into the grave. I became as thin as a leaf, and you could see through my hands. My legs and arms were attenuated to the same extent, and for my muscles they seemed to be all completely gone."

[Now imagine as when people waste away the fat goes first, and the muscles and other tissues last, you can perceive how far advanced in a decline our good friend really was.]

"Yet I continued," in this condition," he says, "altogether for over a quarter of a year. I was attended, off and on, by four doctors but their medicines had no good effect on me. I also used lung tonics and cod-liver oil, but to no purpose."

"In June of this year (1892) I first read of Mother Selig's Syrup, and my wife got me a bottle from Mr. Cole, the grocer, at Grosvenor. After taking it a few days I was relieved, my appetite improved, and the weakness (the nausea) left me. Keeping on with the Syrup I gained strength every day, and in a month I could walk and ride, and was soon as well and strong as ever. Your remedy saved my life, and I wish others to know it. You may refer enquirers to me. (Signed) William Jones, Bridge-street, Kensington, London, W. 8th, England, October 1st, 1898."

The case of Mr. Jones and his recovery at set forth by him as well known in his neighborhood. His wife says that one of the doctors told her that all hope was gone. But happily the doctor was mistaken, as the wisest of us sometimes are. His disease was chronic inflammatory dyspepsia, and that only. But that was enough, mercy knows, and that is to it was not far off when Mother Selig's Cough Syrup had a chance to do its healing work.

Our friend is cheerful now because he is strong; and he is strong because this remedy set his digestion to rights.—Advt.

TO BE LET.

TO LET.

COAL GODOWNS, PRAYA EAST.

GODOWN IN BLUE BUILDINGS.

FLOORS IN STANTON AND ELGIN STREETS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd May, 1898. [12]

TO LET.

NO. 3, STEWART TERRACE, with immediate Possession.

Apply to J. W. NOBLE.

Hongkong, 30th April, 1898. [18]

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.

Apply to Mr. SUI SANG, On the premises.

Hongkong, 7th March, 1898. [247]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLERMONT, HUMBER and GLADIATOR Co., Ltd.

DUNLOP TYRES BICYCLES—PRICES—£185. A special reliable Watch made for this Climate.

Quality Best. Price £12. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT.

Respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state: that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1898. [420]

NOW READY.

A PAMPHLET containing the Series of Articles by the Telegraph's Special Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

Also The new TRANSMIT PASTE RULES, providing for the sale of goods on route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH" OFFICE, No. 6, Pedder's Hill, Hongkong, 18th March, 1898.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, for various accounts, TO-MORROW, (SATURDAY), 7th May 1898. Commencing at 2.30 P.M. at his Sales Rooms Zealand Street No. 2. A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE.

Comprising:—DRAWING ROOM SUITES, SIDE and CENTRE TABLES, OVERTHEAT, CHEST OF DRAWERS, BOOKCASE, WRITING TABLES, CHAIRS, PICTURES, ORNAMENTS, CUTLERY, GLASS AND CROCKERY WARE, ICE CHESTS, PANTRY and BATH ROOM REQUISITES, DOUBLE and SINGLE BEDSTEADS etc., etc., etc.

ALSO 1 NEW HOWE GENTLEMAN'S BICYCLE. 1 LADY'S BICYCLE. 3 SINGER SEWING MACHINES. On View at the Undersigned's from THURSDAY. Catalogues issued prior to Sale. TERMS OF SALE:—As Customary.

PAUL BREWITT, Auctioneer. Hongkong, 4th May, 1898. [600]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION ON BOARD AT NOON, the 6th May, 1898. H.M.S. "VICTOR EMANUEL," As she lies in HONGKONG HARBOUR with the exception of Anchors, MOORING GEAR, and BOAT and BOAT GEAR.

Length between Perpendiculars 230 ft. Extreme Breadth, 55 ft. 5 in. Displacement, 5,157 tons. BUILT OF WOOD, COPPER SHEATHED and EASTERN WOOD BEAMS, MAIN MAST is of IRON, REMAINS OF PUMPS and PIPES in the Ship are generally of COPPER or BRASS.

A List of fittings to be Sold with the Ship may be seen at the OFFICE of the NAVAL STORE KEEPER and of the AUCTIONEER.

TERMS.—Cash before delivery and the Clearance to be effected within Seven Days after date of the Sale.

A Launch will leave MURRAY WHARF at 11 A.M. and at 11.45 A.M. on the day of the Sale to convey intending Purchasers. Inspecting orders can be obtained from the Auctioneers.

HUGHES & HOUGH, Auctioneers. Hongkong, 25th April, 1898. [502]

GOVERNMENT NOTIFICATION.

No. 188.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY,

the 9th day of May, 1898, at 3 P.M., are published for general information.

T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd April, 1898. [588]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 9th day of May, 1898, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale. Locality. Boundary Measurements. Containing in Square Feet. Acreal Measure. Approximate Price.

1. Inland Lot No. 1,464. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

2. Inland Lot No. 1,465. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

3. Inland Lot No. 1,466. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

4. Inland Lot No. 1,467. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

5. Inland Lot No. 1,468. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

6. Inland Lot No. 1,469. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

7. Inland Lot No. 1,470. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

8. Inland Lot No. 1,471. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

9. Inland Lot No. 1,472. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

10. Inland Lot No. 1,473. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

11. Inland Lot No. 1,474. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

12. Inland Lot No. 1,475. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

13. Inland Lot No. 1,476. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

14. Inland Lot No. 1,477. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

15. Inland Lot No. 1,478. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

16. Inland Lot No. 1,479. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

17. Inland Lot No. 1,480. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

18. Inland Lot No. 1,481. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

19. Inland Lot No. 1,482. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

20. Inland Lot No. 1,483. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

21. Inland Lot No. 1,484. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

22. Inland Lot No. 1,485. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

23. Inland Lot No. 1,486. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

24. Inland Lot No. 1,487. Wai-choi-choi (East of the River). 100 ft. by 100 ft. 10,000 sq. ft. 1 acre. 10,000.

25. Inland Lot No. 1,488. Wai-choi-choi (East of the River). 100 ft.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU R. Nivison	{ YOKOHAMA (DIRECT) }	TUESDAY, 10th May, at 4 P.M.
IDZUMI MARU R. Nivison	{ KOBE and YOKOHAMA }	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU T. Murai	{ VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN. }	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 19th April, 1898

Shipping.

STEAMERS.

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Capt'n J. G. Offutt, will be despatched for the above Ports on SUNDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 2nd May, 1898. [190]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Bathurst, will be despatched for the above Ports, on SUNDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 5th May, 1898. [602]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 5th May, 1898. [603]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on TUESDAY, the 10th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd May, 1898. [593]

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LONDON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ANDALUSIA,"

Captain Schuster, will be despatched for the above Ports on TUESDAY, the 10th instant, at 4 P.M., instead of as previously advertised.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 5th May, 1898. [546]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on THURSDAY, the 12th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th April, 1898. [578]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 26th April, 1898. [541]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about the 25th May, 1898.

To be followed by S.S. "ST. NINIAN," on or about 15th June, 1898.

S.S. "CRAIGHEARN," on or about 30th June, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th April, 1898. [485]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the 25th instant.

S.S. "AFRIDI," about 20th June, 1898.

S.S. "PANTAN," about 15th July, 1898.

S.S. "MACDOUGALL," about 31st July, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th May, 1898. [353]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Foster, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"IMBERBONE,"

Lever, Master, shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1898. [414]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 13.57 | J. T. Briggs | May 10

Olympia 1.50 | T. H. Dobson | May 24

Arctica 1.14 | J. Pantos, R.N.R. | June 14

Tacoma 1.54 | A. Dixon | July 2

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar 1.50 | E. Porter | June 4

Mogul 1.54 | W. H. W. | June 18

Columbia 1.50 | A. Gow | July 9

Braemar 1.50 | E. Porter | Aug. 13

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS.

HONGKONG TO NEW YORK £21.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers 10 EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 22nd April, 1898. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, SUEZ, PORT SAID, PANAMA, COLON, SAN FRANCISCO, LONDON, AND OTHER PORTS.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tiltard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo by a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 5 P.M., the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Supt.

Hongkong, 2nd May, 1898. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preston Wednesday | 25th May.

Sachsen Wednesday | 2nd June.

Bayern Wednesday | 20th July.

Prinz Heinrich Wednesday | 17th Aug.

Darmstadt Wednesday | 14th Sept.

Preston Wednesday | 12th Oct.

Sachsen Wednesday | 9th Nov.

Bayern Wednesday | 7th Dec.

Prinz Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 31st day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet cubic measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

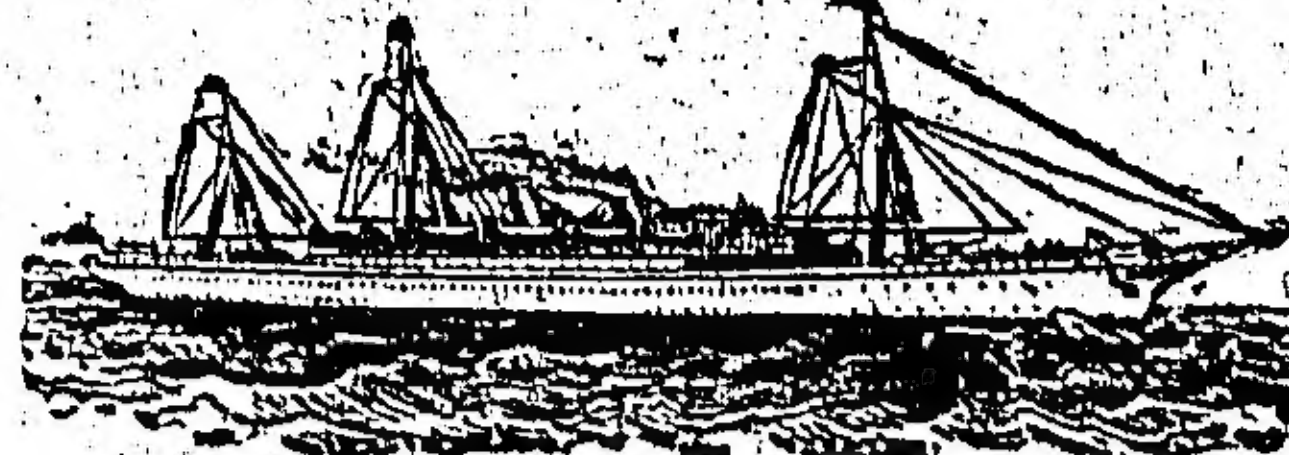
Linen can be washed on board.

For further Particulars, apply to MELCHER & Co., Agents.

Hongkong, 27th April, 1898. [171]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—16,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 8th June, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, 6c. for 4, 6, 8 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 18th April, 1898.

D. E. BROWN, General Agent, Pedder's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 25th June, at Noon.

THE U.S. Mail Steamship

"PERU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th May, at Noon, taking Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC, DENVER, and RIO GRANDE, and NORTH PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, and payment of 25c. in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th April, 1898. [2]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, &c.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

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